(c) and (d) Details will be known after finalization of Feasibility *cum* Preliminary Design report.

(e) The project is targeted to be started in the financial year 2008-09.

(0 and (g) The entire 139 Km. stretch of NH-17 in Goa is a part of 12,109 K. length of National Highways approved for upgradation/widening to 4/6 land under NHDP Phase III. The works under NHDP Phase III are being taken up in a phased manner and targeted to be completed by December, 2013.

Muradabad-Pauri-Tihari NH

† 510. SHRI HARISH RAWAT: Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Muradabad, Pauri and Tihari motorways have the status of National Highways;

(b) if so, whether he is aware of the fact that this highway is in dilapidated condition;

(c) if so, whether it is proposed to improve this highway and four-laning it from Muradabad to Ram Nagar; and

(d) if so, the time by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) Kashipur-Ramnagar-Bubakhal and Bubakhal-Pauri-Srinagar are on the NH network of 121 and 119 respectively. Muradabad to Kashipur and Srinagar to Tihari is not part of NH network.

(b) The road from Kashipur to Srinagar is in traffic-worthy condition.

(c) and (d) Muradabad to Kashipur is not the part of National Highway and Kashipur to Ramnagar is not included four-laning at present due to less traffic on this portion of the road.

Corruption at check posts on NHs

511. SHRI VIJAY J. DARDA: Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of long queues of truckers waiting at "Nakas" on National Highways for hours together for getting clearance mostly through payment of "bribes";

(b) if so, whether any surprise checks, etc. have been made at various such "Nakas", may it be an octroi post or police post at selected points, which, involve harassment, payment of gratification, increase in the duration of travel-time by about 40 per cent; and

(c) whether Government would launch special drives to remove such irritants involving in fructuous extra man-hours, wastage of scarce fuel, etc.?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) There arc no reports of any serious problems or corruption in the management of traffic including movement of trucks at the fee plazas along the National Highways.

(b) The Government of India is responsible only for collection of user fee on the notified stretches of National Highways. All other barriers are erected and managed by local bodies. However, as per the existing policy; barriers not authorized by the Central Government are not permitted along National Highways.

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† Original .notice of the question was received in Hindi.

(c) Does not arise in view of the reply (a) and (b) above.

Development of Mumbai Port Trust land

512. SHRI MANOHAR JOSHI: Will the Minister of SHIPPING ROAD TRANSPORT
AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the State Government of Maharashtra have submitted a proposal of preparation of Land Development Plan of Eastern Coastal port of Mumbai city (Mumbai Port Trust's land);

(b) if so, the details thereof; and

(c) the action Government propose to take in this regard?

THE MINISTER OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI TR. BAALU): (a) to (c) Yes, Sir. The State Government of Maharashtra have requested the cooperation of Mumbai Port Trust to jointly work with the Government of Maharashtra so as to work out a land development plan that would benefit the city of Mumbai. It has, therefore, been decided to set up a Standing Committee under the Chairmanship of Chief Secretary, Maharashtra with Chairman, Mumbai Port Trust and other stake-holders as members to sort out various issues of Mumbai Port *vis-a-vis* development of Mumbai City.

Students passing IIST

513. SHRIMATI NR DUGRA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that ISRO has made it compulsory for students who pass Indian Institute of Space Technology (IIST) to work in ISRO for five years after completing their B. Tech. or M.Sc. courses;

(b) if so, the details thereof; and

(c) to what extent this move helps ISRO to counter the exodus of scientists?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) and (b) Yes, Sir. Since the cost of education in the Indian Institute of Space Science and Technology (IIST) of Indian Space Research Organisation (ISRO) has been totally subsidized, ISRO has made it mandatory for all students passing out of the IIST with "first class" to serve ISRO for a minimum period of five years.

(c) As all students graduating from the IIST with first class will have to serve ISRO mandatorily for a minimum period of five years, it will reduce the annual exodus of scientists from ISRO to that extent in future.

Projects running behind schedule

514. SHRI MOTIUR RAHMAN: Will the Minister of STATISTICS AND PROGRAMME
IMPLEMENTATION be pleased to state:

(a) the details of the Central projects running behind schedule and the details of the projects where no specified target date was fixed and where the expenditure has crossed the anticipated cost;

(b) if so, the reasons for the projects running badly behind schedule, for not laying down the target dates and the reasons for cost escalation therefor; and